

SECRET

ARRIVALS.

July 29, FUSHUN, Chinese str., 1501, Lincoln.
Canton 29th July, General.—C. M. S. N.
Co.

July 29, LIKEMOON, German str., 1238, G.
Heinemann, Canton 29th General.—SIEM-
SEN & Co.

July 29, CHARON WATTANA, Siamess bark, 654,
G. Koch, Bangkok 15th July, Teakwood.—
HING LEE.

July 29, ALWINE, German str., 400, Petersen,
Pakhoi 26th July, and Heilow 28th, Gene-
ral.—WIELER & Co.

INA, German str., 1.1
00-2 July Rice —

Bangkok 26th July, General.—
 Co.
 July 28, HEIN FUNG, Chinese str., 1,050, John
 Warwick, Shanghai 26th July, General.—
 C. M. S. N. Co.
 July 28, KIRU, German steamer, 831, M. W.
 Kuntzfeld, Canton 29th July, General.—
 MELCHERS & Co.
 July 29, POLUX, German str., 868, Galken,
 Saigon 26th July, General.—MELCHERS &
 Co.
 July 30, BONNEZ, Dutch steamer, 1,490, J. B.
 Thomassin, Saigon 26th July, Rice, Dried-
 fish, Cotton.—L. UYS. WEGENER & Co.

July 30, **ENONIC**, British steamer, 2,534, R.
 H. Wmold, Batoum 24th July, Petroleum.
 —**ANNOLD, KARBERS & Co**
 July 30, **HALCONO**, British steamer, 739, J. J.
 Reach, Swatow 26th July, General. —**DON-**
GLAS LAPRAQUE & Co.
 July 30, **HANON**, French str. 758, M. Montellier,
 Huiphong 28th July, General. A. B. MAR-
 T
 July 30, **MOEUL**, British str. 1,827, Galding,
 Tacoma via Japan 1st July, General. —**DON-**
WELL, CAMILL & Co.
 July 30, **PEIYANG**, German steamer, 953, R.

Kohler, Shanghai 27th July, General.
SINGAPORE & Co.
July 30, STRATHLEIGH, British steamer, 1588
Cormack, London, and Singapore 25
July, General.—DOWELL GALLI
July 30, TANTALUS, British steamer
Jones, Liverpool, and Singapore 2259, 1
General.—BUTTERFIELD & SWIRE.
28th July
AT THE HEADQUARTERS OF THE
POST OFFICE MASTER'S OFFICE.
28th JULY

French str. for Haiphong.
British str. for Singapore.
British str. for Amoy.
British str. for Swatow.
French str. for Haiphong.

DEPARTURES.

July 29, **BAYENNA**, British str., for Shanghai.
July 29, **HOLSTEIN**, German str., for Saigon.
July 29, **KAISERIN ELISABETH**, Austrian cr., for Yokohama.
July 29, **Syogo**, Nor. str., for Nagasaki.
July 29, **Yokohama**, French str., for Haiphong.

July 29, HAINPONG, French str., for Haiphong
 July 29, HONGKONG, French str., for Haiphong
 July 29, SUKUMANG, British str., for Malacca
 July 30, HATAY, British str., for Coast Ports
 July 30, HUPEN, British str., for Singapore.

PASSENGERS.
 ARRIVED.

Per *Strathmore*, from Singapore.—112 Chinese
 Per *Borneo*, str., from Saigon.—169 Chinese
 Per *China*, str., from Bangkok.—160 Chinese
 Per *Haiphong*, str., from Swatow.—Hon. J.
 Keswick.

Per *Tantatus*, etc., from Liverpool—messrs.
Blako, Alkon, Milligan, and Walker, and—
Chinese from Singapore.

DEPARTED.

Per *Assam*, etc., from Singapore—
Messrs. J. H. S. Cooke, Capt. Deasy,
W. H. R. Durick, and Mr. T. Mitchell.

Per *Assam*, etc., from London.—Mr. R. Carris.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Major Bangh
Mr. H. S. Cooke
Capt. Deasy
W. H. R. Durick
Lieut. & Mrs. Kreese
Messrs. J. H. S. Cooke
Mr. T. Mitchell
Mr. T. Mitchell

| | |
|--------------------------|---------------------------|
| Mr. E. C. Hines | Mr. & Mrs. Charles Popple |
| Mr. & Mrs. E. F. Shaul | |
| Mr. & Mrs. J. Stuart | |
| Mrs. & Miss E. Young | |
| Mr. C. Zanella | |
| MOUNT AUSTIN HOTEL. | |
| Mr. Alex. H. | |
| Mr. P. P. Hyson | |
| Mr. Morton Jones | |
| Mr. H. F. Meyerick | |
| Rev. J. M. Morton | |
| Mr. Van Nieuw | |
| Admiral Bruce Hallier | |
| Major & Mrs. Park | |
| Sir William Plowden | |
| Mr. & Mrs. C. C. Cohen | |
| Mr. E. J. & Mrs. Arkroyd | |
| Mr. John Andrew | |
| Mr. Beattie | |
| Mr. S. S. Benjamin | |
| Mr. H. F. Boxshall | |
| Mr. D. E. Brown | |
| Mr. Harcourt | |
| Mr. Combrink | |
| Mr. & Mrs. C. C. Cohen | |
| Con. Gen. Joseph Haas | |
| Mr. Haas | |
| Mr. L. Haenloel | |
| Mr. Haas | |
| Mr. B. E. Hobson | |

| | | |
|-----|--------------------------|--------------------------|
| E. | Mr. J. B. Coughtrie | Lady Pownall & Miss |
| 5th | Mr. Alfred J. Eason | Mr. & Mrs. Chas. Soyem |
| | Mr. J. T. Haxton | Mr. Taylor |
| | Mr. Kneenack | Hon. T. H. Whitehead |
| | | WINDSOR HOTEL. |
| | Mr. J. F. Boulton | Mr. J. R. Joyce |
| | Mr. L. G. Clarke | Mr. Kelsack |
| 670 | Capt. E. M. Crowley | Mr. C. Labrad |
| | Mrs. Crowley | Mr. G. Morrison |
| | Mr. & Mrs. Schley | Mr. J. Pandra |
| | Vice-Com. P. Gavranulles | Mr. C. Redwell |
| | Mr. & Mrs. Geo. Holmes | Mr. & Mrs. J. & A. child |
| | Capt. & Mrs. Jacobson | Mr. B. H. Turner |
| | Rev. C. Joyce | Mr. M. Verdie |

VESSELS IN DOCK.
ABERDEEN DOCKS.—
KOWLOON DOCKS.—
COSMOPOLITAN DOCK.—Bentam.

TO-DAY.
 Meeting of Selama Tin Mining Co. noon.
 Sale of Household Furniture at 21 El
 Street, 2.30 p.m.
 Gymkhana in the Happy Valley.

HONGKONG HIGH-LEVEL

TRAMWAYS COMPANY, LIMITED
TIME TABLE.
(TO BE IN FORCE FROM 1ST DECEMBER 1895.)

WEEK DAYS.

| | | |
|------------|--|---------------------------|
| 7.30 a.m. | to 10.30 a.m. | Every quarter of an hour. |
| 11.30 a.m. | to 12.30 p.m. | Every half hour. |
| 1.30 p.m. | to 3.30 p.m. | Every quarter of an hour. |
| 3.30 p.m. | to 8.00 p.m. | Every quarter of an hour. |
| Night cars | at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. | every half hour. |

SATURDAYS.

SUNDAYS.

Noon to 8 p.m. and 10.40 a.m.
Every quarter of an hour
8 p.m. to 8 p.m. Every quarter of an hour
Night cars from 9 p.m. to 11 p.m., every half hour

JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, End December, 1892

KELLY & WALSH, LIMITED.
Craddock's Sporting Notes in the Far East.

Everybody's Book of Correct Conduct.
 Wilson's Photographic Mosaics.
 Baron Montes, by Author of Mr. Barnes
 New York.
 The Honour of America.
 The London Medical Student, by Albert Smith.
 The Chinese Jar, by Fergus Hume.
 Johnston's Pictures and Comments:—The 8
 Greys and The Black Watch.
 Twelve Chemical Problems with Solutions.
 Modern Microscopy, by Cross and Cole.
 Many Inventions, by Rudyard Kipling.
 Dicky! A Lesson in the Dark; or, Our New

The Teacher's Bible—A Variety of Editions
 A Short History of China, by D. C. Boulger
 Hag at Ubique, by Sir Wm. Fraser.
 London City Suburbs, by Percy Fitzgerald.
 Great Commanders of Modern Times, by
 O'Connor Morris.
 Riding on the Flat and Across Country
 Capt. Hayes.
 Soundness and Age of Horses, by Capt. H.
 Riding for Ladies, by Mrs. Power O'Donoghue.
 Veterinary Notes, by Capt. Hayes.
 The World Wide Atlas.

con-
The Silver Domino; or, Side Whispers.
and Literary—a very Popular Book.
The Children of the King, by Marion Cra-
KELLY & WALSH, LD.

OVERLAND TRAVEL IN AMERICA.

WOMEN IN THE CARS, GOING TO BED IN DAY, BUT CARRIED UP IN THE NIGHT.

For the benefit of ladies who are going to Europe via Canada or the United States we reprint the following article, giving practical points for comfort in the cars from the San Francisco Chronicle.

Some women are going to cross the continent for the first time this summer. Now things that will do for a day or a night in a Pullman will not do at all on long journeys, and the woman who does not take what she is to need or carries what she should have left at home is bound to be uncomfortable herself and to make every one within a radius of several berths uncomfortable also.

When all is said and done a trip across the plains in midsummer is not at all a joyous and the thing to do is to get the most comfortable conditions. There are a few things that are a popular fallacy that one should not take much baggage. All the men in your party will tell you that. They know nothing, and they are only afraid that they may have to carry it. A man can be tolerably happy with only a coat and some clean collars, but a woman under like conditions will be miserably uncomfortable.

Every woman about to travel should have a small hand basket, which may be attached to a shoulder strap. In this basket should be a comb, brushes, powder, pins, handkerchiefs, and other necessities. There are a few things that are a popular fallacy that one should not take much baggage. All the men in your party will tell you that. They know nothing, and they are only afraid that they may have to carry it. A man can be tolerably happy with only a coat and some clean collars, but a woman under like conditions will be miserably uncomfortable.

The first and most important article in the basket is the cleanest and best of nightgowns. It will not do to attempt to sleep in the traveling dress. No dress will stand such treatment for the night without becoming a mass of wrinkles, and the sensible woman will not risk her neck to look like a fright, either while on the cars, or at her journey's end. For nightgown, she must have a comfortable and desirable one. It is best to have a long and loose one, and one that is easy to slip on and off. It is best to have a long and loose one, and one that is easy to slip on and off. It is best to have a long and loose one, and one that is easy to slip on and off.

No woman should think of dressing for a night on the sleeper as she would at home. It is too risky. Accidents do not happen every night, but they are just frequent enough to make a woman in mind that she may be summoned at any moment to appear before a hundred people. It is best to be prepared. For this reason it is not advisable to take down one's hair, unless it is very short. The hair should be put in a place where the owner can put her hand on it at any time. It is best to have a long and loose one, and one that is easy to slip on and off. It is best to have a long and loose one, and one that is easy to slip on and off.

In the morning the discomfort of a sleeper is apparent. Going to bed is comparatively easy, but getting up is the real test. As much of the night as possible should be made in the berth. The nightgown should be made in the berth. The nightgown should be made in the berth. The nightgown should be made in the berth. The nightgown should be made in the berth.

There will probably be at least twelve women in the car and they will all want to dress at about the same time. At five minutes after the hour to come to the car, all the women will be in a hurry to get ready. The nightgown should be made in the berth. The nightgown should be made in the berth. The nightgown should be made in the berth. The nightgown should be made in the berth.

It is very necessary to tell women that as everywhere else, but especially on sea and water, otherwise refined, sitting with a row of people, but above their foreheads. It is necessary to tell women that as everywhere else, but especially on sea and water, otherwise refined, sitting with a row of people, but above their foreheads. It is necessary to tell women that as everywhere else, but especially on sea and water, otherwise refined, sitting with a row of people, but above their foreheads.

CATHERINE, HAY FEVER, CATERPILLAR DIAPYCNES.—A NEW HOME TREATMENT.—Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the living membrane of the nose and catarrhal tubes. Microscopic research, however, has proved this to be a fact, and the result is that the diseases are rapidly and permanently cured by a few simple applications made at home, or by the patient using the new treatment.

East Block St. Toronto, Canada.—Scientific American.

NEWS VIA AMERICA.

LONDON, 24th June.

I saw Mrs. Frank Leslie this afternoon within an hour of her arrival from Southampton. When I showed her a copy of the European edition of the Herald containing W. C. Kingsbury's article, she read that humane commentary very carefully. Finally she composed herself to answer the statements therein contained. I was to insist on accuracy as I can open the door to the alleged interview with me in New York is absolutely a fiction.

England is buying large quantities of American hay, and the additional export business has caused a rise in freight, which is expected to cause a rise in the price of hay in New York. The English crop has been almost an entire failure. The crop in Germany has been a failure. The English crop has been almost an entire failure. The crop in Germany has been a failure.

The first and most important article in the basket is the cleanest and best of nightgowns. It will not do to attempt to sleep in the traveling dress. No dress will stand such treatment for the night without becoming a mass of wrinkles, and the sensible woman will not risk her neck to look like a fright, either while on the cars, or at her journey's end.

The death is reported of the Duke of Devon. It occurred on June 20th in Africa, in which country he was making an expedition. He was the son of the Duke of Devon. He was the son of the Duke of Devon. He was the son of the Duke of Devon.

One year ago Charles Bonner was a widower. He became a widower with great eventuality, and his affliction produced domestic misery which was prolonged. He became a widower with great eventuality, and his affliction produced domestic misery which was prolonged. He became a widower with great eventuality, and his affliction produced domestic misery which was prolonged.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 29th JULY, at 4 p.m.

| STATION. | Wind. | Force. | Direction. | Bar. | Therm. | Humid. | Clouds. | Sea. |
|----------------|-------|--------|------------|------|--------|--------|---------|------|
| Wanchow. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Shanghai. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Amoy. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Swatow. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Hankow. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Yokohama. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Manila. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Cebu. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Colon. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Francisco. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Diego. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| Los Angeles. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Jose. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Pedro. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Luis. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Carlos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Juan. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Antonio. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Marcos. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Mateo. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Rafael. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Gabriel. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |
| San Joaquin. | SW | 1-2 | SW | 30.0 | 78.0 | 75 | 1-2 | 1-2 |

SHIPPING IN PORT.

STEAMERS.

German str., 400, O. Peterson, July 29,
r & Co
German str., 771, A. Bondixen, July 16,
& Co
Dutch str., 1,457, Bergh, July 19,
Wegener & Co
Dutch str., 1,490, Theunissen, July 30,
Wegener & Co

Anna, Brit. str., 1,793, Ontario, July 27.
 David Sauson, Ross & Co., for Calcutta
 German str., 1,114, P. Voss, July 29,
 Ross & Co
 American str., 5,288, Seabury, July 27,
 S. S. Co., for San Francisco.
 German str., 958, Christensen, June 30,
 Ross & Co
 German str., 1,193, Dinna, July 23.
 Ross & Co

British str., 2,815, Waind, July 30,
Waind, Karberg & Co
British str., 1,425, W. J. Risby, H. C.
Steamboat Co. for Canton.
Chinese str., 1,504, Lancaster, July 22,
S. N. Co
British str., 783, Roach, July 30,
Jas Lapraik & Co. for Tamsui
British str., 3,325, Lloyd Butterfield

British str., 1,054, W. F. Clarke,
& M. Steamboat Co., for Canton
British str., 1,314, G. B. Lafavard, H.
M. Steamboat Co., for Canton
Chinese str., 1,065, Warwick, July 29,
S. N. Co

ent. Gar. str., 1,003, Schafer, July 11.
er & Co
erman steamer, R. Schuler,² July 23,
ssen & Co., for Kobe & Yokohama
man str., 831, Krutzfeldt, July 29,
bers & Co
ow, British str., 238, T. A. Webster,
& M. Steamboat Co
ng, British str., 662, Jackson, July 8,

Fat Hong
British str., 1327, Wm. Ward, July 25,
Well, Cardill & Co
a, Ger. str., 1238, Heuermann, July 26,
ssen & Co., for Shanghai
British str., 1827, Golding, July 30,
Well, Cardill & Co., for Tacoma
British str., 859, Statham, July 24,
a Fat Hong.

British steamer, 1,615, Cole, July 29,
O. S. N. Co
German str., 3,204, Blanke, July 23,
Shers & Co., for Yokohama
British str., 419, May 23, Chino, for
ton
British str., 835, Jenkins, July 27,
Hing Hong
British str., 334, Chino, for Canton
British str., 334, Chino, for Canton

German str., 553, R. Richter, July 30,
 ssen & Co
 h, British str., 117, Stopani, H. & W.
 & Co
 German steamer, Soc. Gefskan, July 29,
 chers & Co
 British str., 1842, J. W. Goggin, H. C.
 Steamboat Co., for Canton
 s, British str., 1337, Farvand, Mar. 14.

ven, Brit. str., 1588. Carmick, July 31,
 woll, Carill & Co., for Yokohama
 British str., 769. Golejouski. Chinese,
 Canton
 German str., 901. N. Emke, July 23,
 ser & Co
 British steamer, 2,299, Jones, July 30,
 bergfield & Swire, for Shanghai
 Chinese str., 1,529. Boedding, July 15

SAILING VESSELS.
British bark, 1,148, Dernier, July 5,
ter
Wattana, Siam, b., 564, Kooh, July 29
nese
Danish bark, 1,158, Petersen, June 9,
er

German bark, 948, Schutt, July 20,
er
Sny, Hawaiian bark, 890, Mahany, July
Shawan & Co
n, German bark, 619, Jakobseu, July 22.
te:field & Swire
t, British ship, 1,619, Potter, May 14,
hold, Karberg & Co., for New York
alling, Amr. ship, 1,899, Merryman.

e 15, Siemens & Co., for New York
American ship, 1,135, Treat, June 1,
ter, Brookmann & Co., for New York
Adolph; Ger. bkt., 310, Wise, June 26,
terfield & Swire, for Shanghai
Brit. 4-m. sh., 3,332, Morgan, May 17,
er

• ANOY.

In Port on 25th July 1893.

Seyd, Ger. str., 558, Gosevitchs, July 24.
 Sadag & Co
 Hook Kinn, British str., 956, Dinsdag,
 y 20, Lloyd, K. T. P. & Co
 abuyan, Brit. bk., 989, Brown, July 10,
 Sadag & Co
 Nilsen, Ger. bg., 230, Plozer, July 18.
 A. Petersen & Co
 ang, Brit. str. 557, Sengamb, July 23.

German steamer, 555, Stom, July 21,
A. Petersen & Co
All-w, Brit. sch., 332, Maher, July 2,
edag & Co
ts, German str., 612, Moller, July 21,
edag & Co

SHANGHAI.

In Port on 25th July, 1893.

ing, British str., 801, Hughes, July 25,
sterfield & Swire
ntal, Dutch str., 1,458, Schall, July 25,
ui Bazzan Kai-ha
oor, British sh., 1,448, Kennedy, July 6,
ter, Brockelmann & Co
ortn; Ger. bk., 757, Lawrenz, July 17,
nssen & Co
er, Amer bark, 1,193, Gornish, June 12,

Winn, Matheson & Co.
 Chin. Chinese str., 863, Wallace, July 24,
 M. S. N. Co.
 Wolfeld, Am. sh., 1,444, Dunning, June
 Gardiner, Matheson & Co.
 Chin. Chinese str., 360, Frigast, July 13,
 M. S. N. Co.
 Morse, Am. bk., 1,313, Herrmann, July
 H. Southgate

g. Chinese str., 1,059, Warwick, July 22,
M. S. N. Co.
Carrier, Amx. sh., 1,818, Lawrence, July 11,
J. Trading Co.
ith, 4 m. 3-m. sh., 565, Groth, July 23,
Sethlage
British str., 2,313, Kemp, July 24,
Mutual S. N. Co.
i, Chinese steamer, 706, Soden, July 23,
S. N. Co.

British str., 1,049, Young, July 21,
J. A. Matheson & Co
British steamer, 2,711, London, July 22,
O. S. N. Co
British str., 1,684, Blackburne, July 4,
O. S. N. Co
Amr. sch., 430, Bosch, July 14, Fara-
& Co
by 824 Fischer, July 24, Schulz

French steamer, 1,870, Dupont, July 20,
Messageries Maritimes
Swiss, British str., 1,530, Jackson, July 23,
Starfield & Swire
German steamer, 952, Kohler, July 19,
Hansen & Co
British ship, 1,200, Allan, Mar. 19,
Starfield & Swire

Amr. ship, 1,390, Woodsl, April 9,
ter, Brockelmann & Co
Chinese str., 704, Mordees, July 24,
kins, Dunn & Co
British steamer, 1,668, Hill, July 18.
(C. S. N. Co
British steamer, 608, Boope, July 24,
line, Matheson & Co
British str., 1,803, Riley, July 23,

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